

"S'MATTER, POP!"



President Informs Congress of Note

(Continued from Page Four.)

were in the presence of an armed vessel of the enemy, and the lives of non-combatants, passengers and crew, have been sacrificed wholesale, in a manner which the Government of the United States cannot but regard as wanton and without the slightest color of justification. No limit of any kind has in fact been set to the indiscriminate pursuit and destruction of merchantmen of all kinds and nationalities within the waters, constantly extending in area, where these operations have been carried on; and the roll of Americans who have lost their lives on ships thus attacked and destroyed has grown month by month until the ominous toll has mounted into the hundreds.

One of the latest and most shocking instances of this method of warfare was that of the destruction of the French cross-Channel steamer *Sussex*. It must stand forth, as the sinking of the steamer *Lusitania* did, as so singularly tragical and unjustifiable a to constitute a truly terrible example of the inhumanity of submarine warfare as the commanders of German vessels have for the past twelvemonth been conducting it. If this instance stood alone, some explanation, some disavowal by the German government, some evidence of criminal mistake or wilful disobedience on the part of the commander of the vessel that fired the torpedo might be sought or entertained; but unhappily it does not stand alone. Recent events make the conclusion inevitable that it is only one instance, even though it be one of the most extreme and distressing instances, of the spirit and method of warfare which the imperial German government has mistakenly adopted, and which from the first exposed that government to the reproach of thrusting all neutral rights aside in pursuit of its immediate objects.

"The Government of the United States has been very patient. At every stage of this distressing experience of tragedy after tragedy in which its own citizens were involved it has sought to be restrained from any extreme course of action or of protest by a thoughtful consideration of the extraordinary circumstances of this unprecedented war, and actuated in all that it said or did by the sentiments of genuine friendship which the people of the United States have always entertained and continue to entertain towards the German nation. It has of course accepted the successive explanations and assurances of the imperial German government as given in entire sincerity and good faith, and has hoped, even against hope, that it would prove to be possible for the German government so to order and control the acts of its naval commanders as to square its policy with the principles of humanity as embodied in the law of nations. It has been willing to wait until the significance of the facts became absolutely unmistakable and susceptible of but one interpretation.

That point has now unhappily been reached. The facts are susceptible of but one interpretation. The Imperial German Government has been unable to put any limits or restraints upon its warfare against either freight or passenger ships. It has therefore become painfully evident that the position which this Government took at the very outset is inevitable, namely, that the use of submarines for the destruction of an enemy's commerce is of necessity, because of the very character of the vessels employed and the very methods of attack which their employment of course involves, incompatible with the principles of humanity, the long established and incontrovertible rights of neutrals, and the sacred immunities of non-combatants.

I have deemed it my duty, therefore, to say to the Imperial German Government that if it is still its purpose to prosecute relentless and indiscriminate warfare against vessels of commerce by the use of submarines, notwithstanding the now demonstrated impossibility of conducting that warfare in accordance with what the Government of the United States must consider the sacred and indisputable rules of international law and the universally recognized dictates of humanity, the Government of the United States is at last forced to the conclusion that there is but one course to pursue; and that unless the Imperial German Government should now immediately declare and effect an abandonment of its present methods of warfare against passenger and freight carrying vessels this Government can have no choice but to sever diplomatic relations with the Government of the German Empire altogether.

This decision I have arrived at with the keenest regret; the possibility of the action contemplated I am sure all thoughtful Americans will look forward to with unaffected reluctance. But we cannot forget that we are in some sore and by the force of circumstances the responsible spokesmen of the rights of humanity, and that we cannot remain silent while those rights seem in process of being swept utterly away in the maelstrom of this terrible war. We owe it to a due regard for our own rights as a nation, to our sense of duty as a representative of the rights of mankind to take this stand now with the utmost solemnity and firmness.

I have taken it, and taken it in the confidence that it will meet with your approval and support. All soberminded men must unite in hoping that the Imperial German Government, which has in other circumstances stood as the champion of all that we are now contending for in the interest of humanity, may recognize the justice of our demands and meet them in the spirit in which they are made.

Many Without Tickets Try to Storm Gallery

Long before 11 o'clock the corridors of the Capitol were packed and jammed with a laughing, good-natured crowd, but few of whom possessed the tickets which would be the open sesame to the galleries. They had come buoyed by the hope that some way, somehow they could obtain an opportunity to hear the President deliver his momentous speech.

peater the Capitol employees, today there was but one question heard on every hand: "How can I get into the gallery?" Hardly thirty minutes had elapsed after the appearance of the vanguard of those who knew of the fate of the members of Congress began scolding here and there through the corridors on a still hunt for the madly elusive tickets.

One to a Member. There was but one of the bits of pasteboard allotted to every member, and that manifestly would not take care of the demands made upon him. Therefore, with half a dozen close personal friends or "folks from back home" tagging at his heels, many a Congressman spent the hour or two preceding the speech of the President in a mad endeavor to cajole tickets from more fortunate conferees, a few of whom had secured the flood of friends and constituents.

Many of those who sought entrance to the gallery were turned away by the officers of the House and Senate, who were then being down upon the private elevators which run to the ends of the House and Senate wings. Thirty minutes of this and the operators of the private elevators were worn to a frazzle in a vain attempt to curb the rush upon their cars, which are reserved for members and members' families.

Ruf those who, without tickets, finally ran the gauntlet of policemen, clerks, private elevator conductors, and at last reached one of the upper House corridors, were no better off than before.

Wicket Fence Erected. Across the head of each passageway had been erected a neat, but thoroughly serviceable and strong wicket fence with a narrow gateway, at the side of which, with suggestive, a ballot-box-like contrivance for tickets.

Each wicket was guarded by two young men chosen, perhaps, because they were proof against blandishments. Whether they were stony-hearted before the smiles of distressed femininity when they took their posts, or not, they had a chance to acquire such qualities before the morning had passed. It is a pretty thing to look into pleading brown eyes, framed with a chaparral of the latest mode, and have a dainty young thing ask you "Please, please, let her slip by you, and then have no choice but to refuse. Yet that was the lot of the wicket keepers.

The lower body continued with its consideration of the agricultural bill, dropping along with a steady and a square of the humdrum machinery of routine legislation. In the galleries, however, an air of tension and expectancy was very apparent. Handsomely gowned women nodded about, and leaned over to whisper to their neighbors "all about it." Just how the Count von Bernstorff would probably be received and Ambassador Gerard ordered home.

Some of them were even positive that war would be declared forthwith, and on only a late season's style, said to her companion quite audibly but visibly suppressed. "It will be something to tell one's children about!"

Now and again, as the fortunate possessor of tickets qualified at the wickets, a woman or a man would be ushered into the seats of the gallery, and so the steady and slowly moving stream continued until every seat in the galleries, save some few in the dion, was occupied.

To guard the President, every available officer of the Capitol police force was on stood guard at every door. Orders went out that no person without a ticket of admission issued at the White House was to be permitted to go through the lines.

President Criticized. Criticism broke out early among Republicans of the course of the President in not consulting Republican members of the Foreign Affairs Committee until after the message to Berlin was dispatched. Congressmen Cooper, among those called to the White House, expressed dissatisfaction with President Wilson's course in this respect. A suggestion, however, that he tell the House of the displeasure of the Republicans was flatly turned down by the House and Senate. Congressmen began pouring in, chiefly from German-Americans, asking that peace be preserved with Germany. Among those in the executive gallery admitted by tickets issued at the White House were Mrs. Woodrow Wilson, her mother, Mrs. Bolling; J. R. Bolling, R. W. Bolling, Julian Bolling, Mrs. Derby and Mr. Hoover.

LOCAL AND NEW YORK FINANCIAL NEWS

WEAKNESS SHOWN ON LOCAL MARKET

Downward Tendency Manifested By Local Securities, But Many Are Active.

Weakness developed in the market for local securities at today's session of the Washington Stock Exchange with Capital Traction, Washington Gas and Metropolitan Gas stocks manifesting the most pronounced downward tendency.

After five shares of Traction had sold at 85 and 10 at 84 1/2, quotation lots of the stock were offered at 84 1/2, but the best bid that could be obtained was 83 1/2, or nearly 2 points under that of the previous day.

One broker was offering any part of 100 shares of Metropolitan at 15, or two points below the bid price of yesterday, and the bid dropped 9 1/2 points to 15 1/2.

Other sales consisted of a \$1,000 Capital Traction 5 per cent bond at 107; a \$1,000 Washington Railway and Electric 4 at 104 and 41 shares of the preferred stock of the same company at 82.

The governing committee of the exchange announced that there will be no session of the exchange Friday.

The National Savings and Trust Company has declared the regular quarterly dividend of 2 1/2 per cent, payable May 1 to stockholders of record April 12.

U. S. Steel Co. Raises Wages Second Time

NEW YORK, April 19.—Continued prosperity in iron and steel trades prompted the United States Steel Corporation to announce, through Elbert H. Gary, chairman of the board of directors, that it had advanced 10 per cent in the wages of its employees. This is the second advance since the first of the current year, and it affects more than 80,000 men employed by the corporation and its various subsidiaries.

The former advance in wages, which was in the same proportion as the one announced yesterday, took effect on February 1. At that time the corporation had in its employ more than 20,000 men. This advance added about \$1,000,000 a year to its payroll, and, figuring in the same proportion with its 200,000 men, the financial district estimates the advance in wages will add at least \$18,000,000 annually to the payroll of the corporation.

The average wage of \$2.21 at present will be increased to \$2.42. This compares with about \$2, the average wage of employees of the corporation at the beginning of the war.

Germans Cross Frontier Of Greece, Wreck Bridges

SALONIKI, April 19.—German troops crossed the frontier between Greece and Turkey and destroyed railway bridges between Dolran and Akindual, according to dispatches received here today.

Local Bond Market.

GOVERNMENT BONDS. Bid. Asked.

U. S. Reg. 2's.....	99 1/2	100
U. S. Coupon 2's.....	102 1/2	103
U. S. Reg. 3's.....	102 1/2	103
U. S. Coupon 3's.....	105 1/2	106
U. S. Reg. 4's.....	110 1/2	111
U. S. Coupon 4's.....	111 1/2	112
D. C. 2 1/2's.....	103 1/2	104

GAS BONDS.

Geo. Gas Cert. Ind. 5's.....	104	105
Georgetown Gas 5's.....	104	105
Washington Gas 5's.....	104 1/2	105 1/2
Col. Gas & Elec. 5's.....	80	81
Col. Gas & Elec. Deb. 5's.....	80	81

RAILROAD BONDS.

Capital Traction R. R. 5's.....	104 1/2	105 1/2
Am. Pot. Guat. 5's.....	94 1/2	95 1/2
Am. Pot. Guat. 5's.....	94 1/2	95 1/2
City & Suburban 5's.....	102 1/2	103 1/2
Metropolitan R. R. 5's.....	104	105
Wash. Ry. & Elec. 4's.....	80 1/2	81 1/2

MISCELLANEOUS BONDS.

Potomac Elec. L. 5's.....	100 1/2	101 1/2
C. & P. Telephone 5's.....	103 1/2	104 1/2
Amer. Tel. & Tel. 4's.....	96	97
Amer. Tel. & Tel. 4's.....	96	97
Amer. Graph. Ind. 5's.....	98 1/2	99 1/2
Wash. Market 5's.....	95	96
Wash. Market 5's.....	95	96
N. & W. Steamboat 5's.....	105	106
Hicks Realty (long) 5's.....	102	103
Hicks Realty (short) 5's.....	102	103

PUBLIC UTILITY STOCKS.

Capital Traction.....	83 1/2	84 1/2
Wash. Ry. & Elec. com.....	87	88
Wash. Ry. & Elec. pfd.....	82 1/2	83 1/2
W. & W. Steamboat.....	105	106
*Washington Gas.....	75	76 1/2
Amer. Tel. & Tel.....	127	128

TRUST COMPANY STOCKS.

Amer. Security & Trust.....	250	252
National Sav. & Trust.....	267	268
Union Trust.....	120 1/2	121 1/2
Wash. Loan & Trust.....	227	228
Continental Trust.....	128 1/2	129 1/2

SAVINGS BANK STOCKS.

Home Savings.....	406	407
Bank of Com. & Sav.....	12	13
East Wash. Sav. Bank.....	125 1/2	126 1/2
Sav. & Com. Bank.....	135	136

FIRE INSURANCE STOCKS.

American Fire Insurance.....	85 1/2	86 1/2
Continental Fire Insurance.....	80	81
Fireman's Fire Insurance.....	18 1/2	19 1/2
North Amer. Fire Ins.....	38	39
Nat. Union Fire Ins.....	6	7

TITLE INSURANCE STOCKS.

Columbia Title Insurance.....	44 1/2	45 1/2
Mt. Vernon Title Insurance.....	125	126
Chapin Sales.....	125	126
*D. C. Paper Mfg. Co.....	125	126
Graphophone com.....	113	114
Graphophone pfd.....	124	125
Mech. Trans. & Storage.....	100	110
Security Storage.....	180	210
Washington Market.....	18 1/2	19 1/2

Wholesale Produce Market.

EGGS—Nearby, fresh, 10c per doz.; South, 9c per doz. CHICKENS—New York, new, 10c per lb.; flat, 12c. BUTTER—Elgin print, 30c per lb.; tub, 27c. LIVE POULTRY—Hens, 15c per lb.; live turkeys, 22c per lb.; chickens, 22c per lb. STOCK—Veal calves, fresh, 10c per lb.; heavy, 8c per lb.; fat sheep, 10c per lb.; spring lambs, 12c per lb. VEGETABLES—(Quotations furnished by Taylor, Wade & Potatoes, 25c per sack; onions, \$2.50 per sack; cabbage, \$2.00 per sack; celery, \$1.50 per bushel.

New York Stocks.

All transactions in stocks are on the basis of dollars and fractions thereof. Quotations furnished by W. B. Hibbs & Co., members of New York Stock Exchange, Hibbs Building.

Alaska G. M. Co.....	High	Low	10c	Yes
Allis Chal.....	10 1/2	10 1/4	10 1/2	27
Am. Agr. Chem. Co.....	65 1/2	65 1/4	65 1/2	67 1/2
Am. Sugar.....	66	65 1/2	65 1/2	67 1/2
Am. Can.....	57 1/2	57 1/4	57 1/2	58
Am. C. & F.....	62 1/2	62 1/4	62 1/2	64
Am. Coal Prod. Co.....	149	148 1/2	149	150
Am. Cotton Oil.....	52 1/2	52 1/4	52 1/2	54
Am. Ice Security.....	27	26 1/2	27	27 1/2
Am. Lined Co.....	24	23 1/2	24	24
Am. Locomotive.....	70 1/2	70 1/4	70 1/2	71
Am. Smelting.....	97 1/2	97 1/4	97 1/2	98
Am. Steel Found.....	49	48 1/2	49	49
Am. Teleg. & Tel.....	127 1/2	127 1/4	127 1/2	128
Am. Woolen Co.....	45 1/2	45 1/4	45 1/2	46 1/2
Anacosta.....	80 1/2	80 1/4	80 1/2	81 1/2
Atchafalaya.....	102 1/2	102 1/4	102 1/2	103 1/2
Atten. Coast Line.....	107	106 1/2	107	108 1/2
Central Leather.....	51 1/2	51 1/4	51 1/2	52 1/2
Haldwin Loco Works.....	50 1/2	50 1/4	50 1/2	51 1/2
Baltimore & Ohio.....	40 1/2	40 1/4	40 1/2	41 1/2
Bethlehem Steel.....	42 1/2	42 1/4	42 1/2	43 1/2
B. F. Goodrich.....	76	75 1/2	76	77
B. & S. Cop. Co.....	91 1/2	91 1/4	91 1/2	92 1/2
Calif. Petrol.....	22	21 1/2	22	22 1/2
Atlantic Pacific.....	106 1/2	106 1/4	106 1/2	107 1/2
Central Electric.....	51 1/2	51 1/4	51 1/2	52 1/2
Chesapeake & Ohio.....	60 1/2	60 1/4	60 1/2	61 1/2
Chino Con. Cop.....	53	52 1/2	53	53 1/2
Chl. Mil. & St. P.....	93	92 1/2	93	93 1/2
C. R. I. & P. Ry.....	17 1/2	17 1/4	17 1/2	17 1/2
Col. Fuel & Iron.....	41	40 1/2	41	41 1/2
Consolidated Gas.....	123 1/2	123 1/4	123 1/2	124 1/2
Continental Gas Co.....	81 1/2	81 1/4	81 1/2	82 1/2
Corn Products.....	104 1/2	104 1/4	104 1/2	105 1/2
Cruible Steel Co.....	63 1/2	63 1/4	63 1/2	64 1/2
Cuban-Am. Sugar Co.....	207 1/2	207 1/4	207 1/2	208 1/2
Distillers Securities.....	46 1/2	46 1/4	46 1/2	47 1/2
Elrie.....	34 1/2	34 1/4	34 1/2	35 1/2
Elrie, Int. pfd.....	50 1/2	50 1/4	50 1/2	51 1/2
Kan. City Southern.....	105	104 1/2	105	106
Gen. Motors, pfd.....	111	110 1/2	111	112 1/2
Great Northern P.....	110 1/2	110 1/4	110 1/2	111 1/2
Great Northern Ore.....	40 1/2	40 1/4	40 1/2	41 1/2
Illinois Central.....	100	99 1/2	100	101 1/2
Inspiration Copper.....	44 1/2	44 1/4	44 1/2	45 1/2
Kan. City Southern.....	34 1/2	34 1/4	34 1/2	35 1/2
Kennecott Copper.....	54 1/2	54 1/4	54 1/2	55 1/2
Lackawanna Steel.....	72	71 1/2	72	73 1/2
Lehigh Valley.....	76 1/2	76 1/4	76 1/2	77 1/2
Maxwell Motor Co.....	73 1/2	73 1/4	73 1/2	74 1/2
Maxwell M. Co. pfd.....	83 1/2	83 1/4	83 1/2	84 1/2
Atlas Cop. pfd.....	101	100 1/2	101	102 1/2
Alum. Corp. pfd.....	37 1/2	37 1/4	37 1/2	38 1/2
Nat. Enamel.....	33	32 1/2	33	33 1/2
National Lead.....	65 1/2	65 1/4	65 1/2	66 1/2
Nevada Con. Copper.....	17 1/2	17 1/4	17 1/2	18 1/2
N. Y. Air Brake Co.....	131	130 1/2	131	132 1/2
N. Y. Central.....	101 1/2	101 1/4	101 1/2	102 1/2
N. Y. N. H. & H.....	27	26 1/2	27	27 1/2
N. Y. O. & W.....	61 1/2	61 1/4	61 1/2	62 1/2
Norfolk & West.....	121 1/2	121 1/4	121 1/2	122 1/2
Northern Pacific.....	111	110 1/2	111	112 1/2
Pennsylvania R. R.....	56 1/2	56 1/4	56 1/2	57 1/2
Pittsburgh Coal Co.....	26	25 1/2	26	26 1/2
Pres. S. Car. com.....	48 1/2	48 1/4	48 1/2	49 1/2
Ray Con. Copper.....	23 1/2	23 1/4	23 1/2	24 1/2
Rep. Iron & Steel.....	49	48 1/2	49	49 1/2
Reading.....	84 1/2	84 1/4	84 1/2	85 1/2
Sloss Schef. Steel.....	51	50 1/2	51	51 1/2
Southern Pacific.....	95 1/2	95 1/4	95 1/2	96 1/2
Southern Railway.....	19 1/2	19 1/4	19 1/2	19 1/2
South. Ry. pfd.....	59 1/2	59 1/4	59 1/2	60 1/2
Studebaker Corp.....	25	24 1/2	25	25 1/2
Tennessee Copper.....	47 1/2	47 1/4	47 1/2	48 1/2
Union Pacific.....	131	130 1/2	131	132 1/2
United Cigar Stores.....	92 1/2	92 1/4	92 1/2	93 1/2
U. S. Indus. Alcoh.....	149 1/2	149 1/4	149 1/2	150 1/2
U. S. Rubber, com.....	52 1/2	52 1/4	52 1/2	53 1/2
U. S. Steel.....	81 1/2	81 1/4	81 1/2	82 1/2
U. S. Steel, pfd.....	117 1/2	117 1/4	117 1/2	118 1/2
Utah Copper.....	80	79 1/2	80	81
Va				